

TURN IN TOOLS "PUNCH CLOCK" LEAVE GROUNDS

Morning Passenger Trains
Move Through The City
Without Incident

(From Saturday's Journal)

At 10 o'clock this morning the 300-odd shop crafts employees of the Soo Line in Stevens Point joined in the national strike of carmen.

The walk-out was orderly. There was no bitter talk against the railway. The men "punched the clock" and left the railroad grounds for their homes.

At 9:30 o'clock this morning an observer in the rip track could see that preparations were already being made by the repair men and laborers to leave the job.

Turn In Tools

Orders had been issued by the road to the men to turn in all of the railroad tools they were using, at the store house. The tools started to come in at 9:45 o'clock, neatly packed in their boxes. The men wrote their names in chalk on the outsides of the chests and turned them in at the store house.

In the little office of the store keeper there was a pile of wrenches and sledge hammers. On his desk a neat pile of bits grew larger as the time for the strike neared.

Some of the men who had turned in their tools and completed their work on their respective jobs before 10 o'clock, stood about and discussed the walkout, some in a jocular manner and others more seriously. "We'll have lots of time to celebrate the Fourth now," became a phrase which passed about among the men.

"Punch Out" at 10

When 10 o'clock arrived streams of workmen passed out of the long lanes of cars standing in that region of the local Soo line yards termed the "rip track." Men with tool chests on their shoulders walked first to the store house, where they left the chests, and then to the clocks where they "punched out."

In the round house the machinists, boilermakers and helpers left their work and took off their overalls. Some started to wash the grime off their faces and hands. The strike here appeared more like quitting time on Saturday afternoon than the time of a general walkout.

Region Grows Quiet

At five minutes past ten, the repair tracks were quiet. What few stragglers remained were picking up their tools, putting them in their chests or finishing up some little job in the manner a good workman does at quitting time. At ten after ten practically all of the men had quit their work and left for their homes. In the round house the men were not all gone, but were leaving slowly, one at a time. At 10:15, in the repair track region, all but the foreman were gone.

A Very Few Stay

A few laborers, mostly old employees, remained on the job, not joining in the strike. These latter, if an accurate count could be made, as one walked through the "rip," seemed as one to number even half a dozen. If the quitting workmen noticed these few men who decided to stay, they said nothing. No hard words passed.

No Pickets as Yet

A meeting of the shop crafts union members was held in Razner's Hall on Main street on Friday evening, where they discussed the situation. No pickets were placed about the company property this morning when the men left their work. An executive committee of the workmen, appointed at the Friday evening meeting, was to hold a meeting this afternoon at Razner's hall to decide on the local union policy during the strike. Whether pickets would be placed about the property wasn't known this morning.

Maintenance of way union members stayed at their work this morning, no strike of these employees having been called by the union heads.

One passenger train No. 1, which was delayed in its arrival here this morning, arrived just before 10 o'clock and received the usual inspection. Train No. 6 from the north, arrived here at 10:30, underwent only a cursory inspection. One man went about the train, looking over the trucks and "air" as well as he might. Others of the workmen whose duty it is to inspect each wheel, truck and box, had left their work. These men belong to the shop crafts union.

What attitude toward the strike here would be taken by the railroad was not made known this morning, and Superintendent W. W. Wade, in left without trouble." The superintendent, a statement to the Journal, declared flatly stated. "We expect to keep things moving as usual."

Harding Conference On Coal Adjourns No Results Gained

Washington, D. C., July 3.—The Harding coal conference today adjourned until next Monday without taking any definite action toward settlement of the national coal strike.

Washington, D. C., July 3.—With operators and miners deadlocked, the government was expected to intervene today with its own plan for settling the coal strike, now in its fourteenth week. Secretary of Commerce Hoover and Secretary of Labor Davis indicated that they were prepared to arbitrate the differences between the two groups.

Should the government fail to bring the contending factions into agreement and the conference show signs of disintegrating without accomplishing the purpose for which it was convened, the government is expected to take "drastic" steps. These steps will be in the nature of a threat to place the mines under government control, it was learned.

ROBERT J. BUCHAN DEAD AT PORTLAND

Week's Illness With Pneumonia Fatal
To Former Railway Employee
Here

Robert J. Buchan, for many years an employee of the Wisconsin Central railroad in this city, a good part of this time as ticket clerk at the passenger depot, passed away at Portland, Oregon, on Friday, June 16th, and was buried there a few days later. A brother, Geo. Buchan of Milwaukee, left for Portland as soon as he learned of his illness, but reached there too late for the funeral.

Mr. Buchan was born in Watertown, Canada, 68 years ago, coming across the border when a young man and living in Stevens Point nearly a quarter century.

An only son, Ray, is superintendent of a big flouring mill at Portland, and a daughter, Mrs. T. H. Kelley, is a resident of Chicago. Mr. Buchan's widow is at Portland. One brother, James Buchan, lives at Jerry, Wash., and another brother, William, at Excelsior Springs, Mo.

The deceased, who passed away after a week's illness with pneumonia, will be kindly remembered by scores of Stevens Point friends. He went west about 16 years ago and had since been employed in the baggage department of the Northern Pacific railroad at Portland.

**FLIVVER RAILWAY'S
SHOPMEN ALL STICK**

No Walkout on Detroit, Toledo and Ironton, Henry Ford's Road,

and None Is Expected

Dearborn, Mich., July 3—No walkout of shopmen on Henry Ford's railroad, the Detroit, Toledo & Ironton, is expected here. "Our men are getting more money than the union scale and we have no alliances with other railroads. There can be no reason why we should be embroiled in any way," one executive said.

The two principal centers of the road are in Springfield and Lima. It is understood here that all of the men were working in the shops there today.

**BELOIT PASTOR DISMISSED
FOUR CHARGES ARE MADE**

Beloit, Wis., July 3.—The Rev. G. Cowles Smith, pastor of the English Lutheran church in this city, was unfrocked here yesterday following an investigation of more than a month by a committee of pastors. Four types of ministerial misconduct were alleged, including misappropriation of funds of the congregation, use of language unbecoming a minister and disloyalty to the synod, and also the assertion that undue familiarity characterized his relations with women.

of work in the various departments where the men had struck had been made. Mr. Wade stated that a check-up of the situation was being made. As tomorrow is Sunday, a day when only a few men were employed in the various departments, the strike, it was stated, would have little immediate effect on the road. "No. 6 went through here without delay this morning, and the Portage passenger also gun was found nearby. Police were unable to say whether he committed suicide or had been the victim of foul play."

WAGES DOWN LIVING COST UP SAYS MAYOR

Welsby Referring to Railroad
Strike Finds Something
Wrong

Editor Journal: One of our Stevens Point clergymen, in the pulpit, at Sunday morning's service, referred feelingly to the unfortunate labor situation. He made a plea for sane councils, obedience to the law, and fairness and co-operation between labor and capital, the employee and employer.

Surely all must be deeply impressed with the seriousness of the situation. Money is the lifeblood of trade, and when the payroll ceases trade is at a standstill. Certainly something is wrong when so large a number of good men lay down their tools in our city, the effect of which will be felt by all.

I come from the ranks of this very labor in question. I began as "call boy" for the Wisconsin Central Railroad Company at the age of 13 years, and continued in its service and worked side by side with its employes for 22 years of my early manhood.

I feel I know them. We are all human beings together. We are all subject to the same laws of livelihood,

and must all pay the butcher, the grocer, the merchant, the dealers in the necessities of life. We must receive enough pay to go around.

What is the matter? Have the railroad companies charged such high freight rates that reduced patronage has rendered the income insufficient to pay proper wages?

There is a feeling that the packers set the price of meats so high that the retailer must charge the consumer too much. We recall two car loads of sheep shipped from Montana to Chicago, and not selling for enough to pay the freight; and yet you ask for a leg of lamb for a Sunday dinner, and it costs forty cents per pound.

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STEVENS POINT GAZETTE

WEDNESDAY, JULY 5, 1922

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in term for which subscription is paid.

Village Law Enforcers

"Mind your own business," says the
village of Schofield to the city of Wau-
sau which suggests that the village
marshal look the other way when
tourists speed through. The village is
going to continue to enforce the law
to the letter.

This village attitude isn't altogether
due to love for law or dangers inci-
pient to speeding. It is village spirit
manifesting itself. Tourists don't stop
at the villages when they can help
it. They prefer the larger towns.
They pass through the little places
with a supercilious air. "How would
you like to live in this dump?" ask
the tourists of each other as they pass
through, and while the villagers don't
hear the words, they observe the man-
ner and resent it. Except for an occa-
sional sale of gasoline, the villages
might as well not be on the state
trunk lines at all, and on the other
hand the speeding car is a menace
to the children, as well as to the
chickens and dogs, of the village folk.
And, by the eternal, they don't pro-
pose to stand it.

We are not so sorry for the tourist
victims as a great many appear to be.
When a tourist has been molested
when he is observing the law, we will
feel it is time to complain. So long
as arrests are confined to those who
drive faster than the law allows, the
speed drivers have only themselves to
blame.

Have you observed the careful driv-
ing through Schofield village lately?
It's worth going that far to see.

Northern Wisconsin

The population bulletin of the 11th
census relative to Wisconsin, which
has recently been issued at Washing-
ton, says a bulletin of the State His-
torical Society of Wisconsin, has some
surprises for those who are unfam-
iliar with the recent progress of nor-
thern Wisconsin, under which name
we describe the twenty-nine newest
counties lying mainly north of a line
drawn from Green Bay to Hudson. It
is shown that those twenty-nine counties
contain an aggregate population of
702,974. The total for the state
being 2,632,067, it will be seen that
this section, generally considered very
new, has better than one-fourth of the
total for the state, despite the fact that
the greater cities are all in the south.

The result of the various advances
from 1915 to 1917, inclusive, was an
increase in average annual earnings of
all employees, the highest to the lowest,
from \$830.46 to \$1,003.81, or 21
per cent.

Meanwhile, owing to shorter hours,
working rules that compelled the hir-
ing of additional men, and pressure
from without, such as full-crew laws,
the service from each employee had
lessened to such an extent that an in-
crease of 27 per cent in the number
of employees was necessary to secure
an increase in train mileage of 10 per
cent. The railroads overcame these
difficulties by heavier trainloads and
carloads. That during this time rates
had not kept pace with wages is
proved by the fact that in 1915 labor
received 30.5 cents from every dollar
of revenues, while in 1917 its share
was 43.3 cents.

During 1917 the phenomenal in-
creases in wages of employees of ship-
yards and munition factories made
such discontent among railroaders that
their own betterment in condition during
recent years was lost sight of. One of Director General McAdoo's first
steps after he took over operation of
the railroads in January, 1918, was to
appoint a wage commission headed by
Franklin K. Lane, secretary of the
interior. As a result of their investi-
gations, General Order No. 27 was is-
sued in May, 1918, increasing employee
wages from the beginning of the year
by about 30 per cent. The eight-hour
day was put into effect for nearly every
class of employee, and standardiza-
tion of wages was made for the
whole country, wiping out wage differ-
entials that had existed between vari-
ous sections of the country.

Supplements and interpretations to
General Order 27 appeared at frequent
intervals during 1918 and the following
year, while numerous agree-
ments were made with various classes
of employees on wages or rules and
working conditions. One of these, af-
fecting the shop men, was estimated by
Director General Walker D. Hines, in
testimony before the House Appropriation
Committee on April 8, 1920, at \$200,000,000 a year; the second and
third dealt with clerks and maintenance
of way men, and probably aggregated
\$150,000,000 a year. The last, Mr. Hines said, raised the wages of
telegraphers, foremen and signalmen
about \$2,000,000 a year.

FIRST RIPE TOMATO
FROM LOCAL GARDEN

Mrs. Frank Podach, Sr., 320 Jefferson street, has a vegetable garden in the care of which she takes commendable pride and some of this season's growth is far in advance of other seasons. An evidence of this latter fact was exhibited this morning, when Mrs. Podach picked a ripe tomato from her vines.

Busy.

One of the busiest women we have
heard of recently is an old spinster
who it is said, spends nearly all day
luring her valuables in 50 different
places so the burglars she is sure are
coming can find them, and nearly all
night hunting for them and gathering
them into one pile in case of fire.
Boston Transcript

Dead Leaves.

Never allow dead leaves to remain
on your house plant. They should be
cut off as soon as they appear.

HISTORY OF RAILWAY
WAGES SINCE 1915(From the Association of Railway
Executives)

The increase in wages, from 1915 up
to July, 1921, and the reductions since
that time, including those recently or-
dered by the Labor Board, are sum-
med up in the following:

Western Engineers

On April 30, 1918, the engine service
employees of the Western roads se-
cured a small advance in wage rates,
with some improvements in working
conditions, with the result of a total
pay increase to this class of employees
in the western district of \$22,000,000.
As there was at the same time an
increase in locomotive mileage of 8
per cent, the increases strictly attri-
butable to the award were not over
\$18,000,000. This estimate makes al-
lowance for two systems outside of the
Western district which were included
in the negotiations.

The Adamson Act

Though put forward as a demand
for the eight hour day in train service
the brotherhoods' concerted movement
of 1916—the first national scope—
had the direct effect of increasing aver-
age annual and hourly wages.

The brotherhoods demanded that 100
miles or ten hours' service should rep-
resent a day's work and call for a
day's pay. In passenger service the
time was less, averaging about seven
hours. The mileage basis was to be
used unless the run took more than
the allotted hourly basis was substitut-
ed. As formulated by the brother-
hood, the speed basis for calculating
overtime was to be changed from 10
to 12½ miles per hour, which meant
that on runs of 100 miles or less, all
time over eight hours was to be pen-
alized by an excess of one-half of the
regular time rates, and on runs longer
than 100 miles, the penalty would
accrue after the limit produced by di-
viding the mileage by 12½.

The railroads refused the demand,
offering to arbitrate. This the men
flatly declined to do. President Wil-
son proposed to create a commission
of inquiry, but the railway managers
stood out for arbitration. Under du-
ress of a strike, congress passed the
Adamson Act, establishing the eight-
hour day in train operation, but with-
out overtime provisions. The men were
not to receive less pay for eight hours
than they had been given formerly for
ten hours. The law was finally upheld
by the supreme court.

The effect upon the total wages, of
this act was estimated by the eight
hour commission, created by the act,
to be \$63,400,000.

It must not be supposed that the
two cases so far treated, and confined
to train service men, were the only
wage advances to railway labor made
prior to 1918. Increases were made
constantly by individual railroads to
all classes of employees.

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from 1915 to 1917, inclusive, was an
increase in average annual earnings of
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about \$2,000,000 a year.

PLEADS NOT GUILTY

A plea of not guilty was entered by
John J. Ryan to a charge of assault
and battery upon the person of Stan-
ley Ponek, a boy, preferred by his
father Frank Ponek, in Justice G. L.
Parks' court yesterday morning. The case

was adjourned to July 10 and Mr.
Ryan released on his own recogniz-
ance.

Especially If Coal Is All Gone.
Human nature abhors a vacuum. In
the upper three-quarters of the inter-
view in the *Boston Transcript*.

STATE POTATO TOUR
DATES FOR AUGUST

Number of Counties in Northern Part

Of Wisconsin to be Visited

By Growers

Budger potato men are satisfied
with the showing which the 1922 crop
is making. While in a few localities
on heavy land where there has been
excessive rainfall there is little rot,
the majority of the stand is very good.

Maintenance of way employees and
clerks, time and one-half for overtime, \$25,000,000 a year.

Mr. Hines gave the total Administra-
tion increases, for its 26 months' existence,
as \$1,071,000,000 for all rail-
way labor.

There is a reason, however, to believe
this was an underestimate.

The railroad payroll increased by
very nearly this amount from 1917 to

1919—\$1,080,000,000 to be exact—but some of the pay advan-

ces were not operative for the whole

of 1919 and did not become fully ef-
fective until 1920. Moreover, there

was less business done in 1919 than in

1917. If business had been done at

the 1917 rate, the increase in total em-
ployee compensation would have been

not far from \$1,250,000,000. Thus, un-
der the Railroad Administration the

increases in revenue were more than

swallowed up by increases in wages

alone, with no allowance for higher

cost of fuel and supplies.

The average employee compensation
for 1919 was \$1,480.

Labor Board Decision No. 2

Made retroactive to May 1920, this
decision published in July 1920,
granted a general increase to labor of
about 21 per cent, rules and working
conditions remaining as they had been
until the Board could investigate them.

The amount of the increase in dollars,
on the basis of the record-breaking
business of 1920 was not less than

\$600,000,000.

In 1920 average employee compensa-
tion rose to \$1,620 for the year, while
during the third quarter it was at the
annual rate of \$1,947.

Labor Board Decision No. 147

The labor board's first decision of
major importance, after No. 2, was
No. 147, executive July 1, 1921, and re-
ducing wage levels about 11 per cent.
The effect upon wages has been sav-
ing to the railroads of about \$360,000,-
000 a year. In times of normal traffic
the saving would be over \$400,000,000.

Since decision No. 147, several
changes in working rules and prac-
tices have been made by the labor
board, including the sanction of piece-
work, the split-trick (meaning assign-
ments to two or more distinct jobs,
which together constitute a day's work)
and the exclusion of Sunday and
holiday work from overtime pay for
certain classes of employees whose reg-
ular assignment of work includes
such days.

Overtime for the ninth and tenth hours
was abolished for maintenance of way employees. This rule also applies to stationary engi-
neers, firemen and oilers, and to sign-
al department employees and regular
work performed on Sunday is in the
future to be paid only at the pro rata
schedules. For the clerical forces, the
revised rules permit of paying the
first hour of overtime pro rata, and
time and one-half thereafter.

In the case of shop crafts, affecting
about 400,000 men, classifications were
revised so as to permit a wider use
of helpers, and the necessity of hav-
ing extra men about to do a simple
piece of work which one man for-
merly performed was abridged. The
value in money to the railroads of
these rulings is difficult to determine,
but is probably not more than \$50,000,-
000 a year.

On May 24, 1922, came the first of

what appears to be a new chain of
decisions by the labor board reducing
wages. It affected maintenance of way
employees, and is estimated at
\$50,000,000 a year. It takes effect July

1. On June 6 the second decision ap-
peared, consisting of a \$60,000,000 cut
in the pay of the 400,000 shop work-
ers, or about 10 per cent. For rail-
way shop mechanics the wage cut was

7 cents an hour, while 9 cents an
hour was taken off the pay of freight
car men. This decision likewise goes
into effect July 1. June 16 the labor
board announced cuts of from two to

six cents an hour for railway clerks,
signal men and stationary firemen,
engineers and oilers.

This decrease is expected to amount
to about \$27,000,000 annually, begin-
ning July 1, and brings the total wage
cuts for that date so far decided to
approximately \$135,000,000.

The following table gives average
annual compensation per employee, ex-
cluding all officials, beginning 1915.

Pet. of

Pay 1915

\$810.52 100

868.46 107

951.85 121

1,298.88 173

1,461.42 180

1,733.71 221

1,651.78 204

January 1,522.70 188

February 1,502.64 195

March 1,582.78

CITY BRIEFS

WEDNESDAY

day, while C. W. Copps remained in Minneapolis a day longer and returned this morning.

THURSDAY

Mrs. Fernine Englehardt arrived here from Colby this morning for a visit of several weeks at the home of her sister, Mrs. John F. Sims.

D. F. N. Sauer of Milwaukee, one of Wisconsin's most celebrated surgeons, was in Stevens Point Tuesday, coming here to perform an operation on the leg of a young person who has been crippled for several months. The bone was straightened and there seems good reason to believe that the patient will fully recover.

Misses Helen Siebert and Genevieve Rowe left for Wautoma this morning to spend a week or more with a party of friends at Silver Lake, near that village.

Mrs. John H. Ryan went to Oshkosh this morning to visit her daughter, Miss Hazel Ryan, a student nurse, and attend graduating exercises at one of the hospitals. Miss Hazel has completed her junior year and expects to get a diploma next June.

Rockwell Hinckley of Milwaukee and Miss Mildred Thom of Appleton were guests at the home of Mr. Hinckley's sister, Mrs. George B. Atwell, Tuesday and last night.

Miss Florence Grant, who had been enjoying a couple of weeks' visit among numerous friends at her former home in this city, returned to St Paul this morning.

Miss Sonia Babin went to Owen this morning for a week's visit with her sister, Mrs. Louis Krom.

Mrs. H. W. Jeffers of Oshkosh is visiting at the home of her mother and sister, Mrs. Robt. Maine and Mrs. H. J. Finch.

Mrs. C. H. Badten and son Harold, left today for Wisconsin Rapids and Neekoosa, where they will visit for a week among relatives.

Miss Goldda Krull of Milwaukee is visiting at the home of Mr. and Mrs. Guy Roberts, 1218 Main street.

Mrs. Joseph Vevara and her brother, N. L. Loberg of Nelsonville spent the day in the city.

Mrs. J. E. Cahey and children of Ojib, Ill., are visiting at the home of the former's parents, Mr. and Mrs. John Tait, in the town of Linwood.

Mrs. W. S. Vance and daughter, Mrs. M. Ames, have returned from Menomonie, Wis., where they had been for several weeks. Mrs. Ames is a patient at the City hospital. She underwent a surgical operation, and except for weakness, is again in good health.

E. M. Copps and son C. W. Copps, have returned to the city after spending a month visiting various cities in the west and on the Pacific coast. They visited at San Diego, Los Angeles, Denver, and other cities and made the return trip by way of Minneapolis. E. M. Copps returned Mon-

day, while C. W. Copps remained in Minneapolis a day longer and returned this morning.

THURSDAY

Mrs. R. W. Morse and children, Marjorie, Edward and Robert, Jr., have returned from Wisconsin Rapids, where they spent two weeks at the home of Mrs. Morse's father, Frank Stahl, and with other relatives.

W. E. Allen of Spokane, Wash., who has been here a couple of days on a business and visiting trip, left for Fond du Lac Wednesday afternoon to interview stockholders of the Lead Lake mining company in that city. Mr. Allen is secretary of this corporation.

Mrs. Theo. Gribi and Miss Martha Week have been spending a day or two friends at Fond du Lac.

Dr. S. W. Pawroski of Chicago, is visiting at the home of his father-in-law, Joseph Glinski, while enroute home from a fishing trip to northern Wisconsin.

Mrs. J. W. Bird spent Wednesday afternoon and evening at Waupaca lakes with her son, Valmor, who joined a crowd of young people from Wisconsin Rapids for a couple of weeks out.

Mrs. Oscar Smith of Rockford, Ill., motored there this week and is a guest at the home of her sister, Miss Mamie Mills. Mrs. Smith was accompanied on the trip by her nieces, Irene and Florence Bettach of Amherst, who had been visiting at Rockford a few weeks.

Mrs. S. F. Bus and baby son arrived here this morning from Cincinnati, Ohio, and are guests at Hotel Jacobs for a few days. Mrs. Bus will be remembered by numerous Stevens Point friends as a daughter of the late Mr. and Mrs. A. G. Cary, and one purpose of her visit here is to look after the family lot in Forest cemetery.

W. D. Bellinger and family are enjoying an auto trip to northern Wisconsin and the Twin Cities of Minnesota.

Mrs. Fay Hagle and daughter of Kalamazoo, Mich., are visiting at the home of the former's sister, Mrs. Joseph Schwebach, 402 Water street, and with other relatives in the city. They will remain three or four weeks.

Dr. and Mrs. F. T. Struck and son Robert, of Harrisburg, Pa., were guests at the home of Mrs. Struck's brother, W. W. Clark, from Tuesday until this morning. They are enroute to Washington and Oregon for a visit with their respective parents. Mr. Struck is supervisor of vocational training in the state superintendent's department at Harrisburg.

Mrs. Florence Edwards of Fort Dodge, Ia., who had been visiting at E. J. Carley's for several days, left on an afternoon train today for her home.

Mr. and Mrs. F. A. Marrs and their son, George and Marjane, returned Wednesday from Park Falls, where they visited at the home of Mrs. Robert Wyland, a sister of Mrs. Hubbard.

Raymond O'Keefe, employed in the Soo line train service, has just returned from a two weeks' trip through the east, going as far as New York City and Boston and making stops at Detroit, Niagara Falls, Philadelphia, Pittsburgh and other places. He saw many interesting sights and scenes, including near views of historic scenes and settings.

Misses Catherine and Dorothy Dungan left for Milwaukee today for a visit of several weeks in that city and at Waukesha.

Thos. Shea of Chicago is spending today among local relatives while returning south from Tomahawk where he was called by the dangerous illness of his sister, Mrs. Ed. Honlehan. There is only a slight improvement in her condition, which is regarded as critical. Mrs. Margaret Mullen and Mrs. E. S. Eskey, sisters of Mrs. Honlehan, are now at Tomahawk.

FRIDAY

Miss Olive Skinner went to Wisconsin Rapids Thursday evening for a few days' visit with friends.

Mrs. E. H. Rossier of Springville returned this week from a visit of several weeks at Battle Creek, Mich.

Sister Mary of St. Stephen's parochial school went to Milwaukee today for a few weeks' stay at the Notre Dame motherhouse.

Miss Dorothy Ray of Wisconsin Rapids is spending a few days in the city, a guest at the home of her aunt, Mrs. N. P. Bonertz, on Oak street.

Mrs. A. Saunders of Huron, S. Dak., who visited a few days with her uncle and aunt, Mr. and Mrs. E. McGlachlin, left here this morning on her return to the west.

L. Starks of Chicago, a potato grower and dealer who is known throughout the county, came up this morning to look after business interests in this vicinity a few days.

Miss Jeannette Van Hecke has gone to Antigo and will visit over the 4th among friends in that city. Miss Van Hecke taught in the Antigo schools during the past year.

Miss Margaret Koehl, daughter of Mr. and Mrs. P. C. Koehl, left here this morning for Chicago to visit at the home of an aunt. She will also spend a few weeks in Milwaukee before her return.

The four Sisters of St. Francis, who have been in charge of the St. Joseph's parochial school during the past year, left on this morning's train for St. Francis, Milwaukee county, to remain during the summer vacation.

Miss Helen Kelly, a teacher at Cleveland, Ohio, for the past couple of years, has completed her duties there and returned home to this city for the summer vacation. Miss Kelly has contracted to again teach at Cleve land.

Martin Paulsen, a law student at the University of Wisconsin at Madison and Republican nominee for secretary of state, spent today in the city with friends. Mr. Paulsen is a graduate of the State Normal here and since coming to this city to attend school has always called Stevens Point his home.

George G. Ames and son, J. H. Ames, arrived here from River Falls today for a short visit at the home of another son and brother, M. M. Ames, on Main street. They will go to Horicon Saturday to spend the week end among neighbors of years ago. J. H. Ames is president of the River Falls Normal school, an institution which has prospered wonderfully under his direction. His early training was secured in the Stevens Point Normal during the years 1900-02.

Sheriff Mueller and Undersheriff

Bluett of Wisconsin Rapids drove to this city today, bringing with them a patient for the Northern hospital near Oshkosh, whom Mr. Mueller took there on Soo train No. 12.

Earl Moxon has returned from Madison, where he was graduated last week from the civil engineering course of the University of Wisconsin. He will spend a couple of weeks at home and soon after that plans to take up work in the civil engineering field, having several positions in view. Before completing his studies at the university, Mr. Moxon devoted several years to engineering work, being stationed at Muscle Shoals, Ala.

SATURDAY

Mrs. J. J. Hart is visiting a few days with friends in Milwaukee.

Mrs. James Altenburg has gone to Marshfield for a week end visit at the home of a granddaughter.

Mrs. Ellen McInnis and daughter Miss Marie, are at Marshfield for a few days, guests of a son and brother.

Mr. and Mrs. A. T. Bacon are spending today with friends at Neenah.

Mrs. G. A. Manthey of Minneapolis was visitor to this city today while enroute to Portage from Amherst. At the latter place she was a guest at the L. A. Pomeroy home.

James E. Cribbs, member of the faculty of Drury college, Springfield, Mo., arrived here Friday night to spend summer vacation at the Clemente home on Clark street. Mrs. Cribbs and children have been in the city a couple of weeks.

Mrs. Mary Wing returned from Chicago Friday night, where she spent a couple of days on a business and visiting trip.

Mrs. J. M. Bump of Oshkosh is visiting her sister-in-law, Mrs. A. J. Empey, 500 Dixon street, for a few days.

Mrs. Michael Barwick left for Milwaukee this morning, called there by the serious illness of her daughter, Mrs. Earl Parker.

Miss Anna and Julia Bungert are spending a week at Berlin, Wis., as guests of their sister, Mrs. John Bogorozski.

Mr. and Mrs. John Yasger of Horicon, are visiting at the home of Mr. and Mrs. L. D. Kitowksi. Mrs. Yasger is a niece of Mr. Kitowski.

The couples will start in a day or two on a camping trip in the neighborhood of Duluth to continue most of the summer.

A son was born to Mr. and Mrs. Henry Faucher, 823 Normal avenue, Friday. The boy has been named Charles Henry.

Mrs. Wm. Gabel of Milwaukee spent part of the week in this city, coming here to arrange for improvements on residence property which she owns and to visit her brothers, Jack Roe and Wm. Bowersock. Mrs. Gabel is owner of the home at 700 Strongsville avenue, occupied by Anton Spreda and family, in which new plumbing and other modern devices will be installed.

J. Crossman returned on a Soo line train Friday night from a pleasant outing with an old friend, Edward Frazer of Altoona, at Sand lake, a resort near Stone Lake station, Sawyer county. Mr. Frazer has just completed a new log cabin lodge on the north bank of Sand lake and fitted it up for rental. Muskrat traps, pike and bass abound in the waters therabouts and Mr. Crossman landed several of the latter species weighing four and one-half to five pounds.

MONDAY

Carl Kelly, who represents the Hardware insurance companies in Minnesota territory, came home Saturday for a few days' visit. Mr. Kelly has been to visit his brothers, Jack Roe and Wm. Bowersock. Mrs. Gabel is owner of the home at 700 Strongsville avenue, occupied by Anton Spreda and family, in which new plumbing and other modern devices will be installed.

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JUNCTION CITY NOW WITHOUT A SPEED COP

Village Board Acts When Pub-
lic Sentiment Demands
His Removal

The speed cop at Junction City has been removed!

Public sentiment in the village resulted in petitions being circulated asking for his resignation. The village board held a meeting and decided to remove him from office and also to abolish the office.

The speed cop, Val Jashinski, gained more than a state-wide reputation during a busy seven weeks that he was on the job. His arrests during that period numbered approximately 100 and all but a few of the alleged offenders were relieved of \$10 and costs of \$3.70.

Motorists Aroused

Many complaints were made regarding the manner in which Jashinski enforced the law. Motorists claimed that he would take them into custody on the slightest provocation and where the village speed limit of 15 miles per hour was barely exceeded. All charges of unfairness in enforcing the law were denied by Jashinski, who in an interview with the Journal a few weeks ago declared that no drivers were being arrested except those who went 25 miles an hour or faster.

Village Averted

Automobile business at the Junction is reported to have taken a decided slump after the speed cop's vigilant activities became known in the country and about the state. It was declared by some that state trunk line No. 18, which passes through the village, would soon become nothing more than a cow path unless the village changed its attitude toward tourists.

Marsfield residents last week suggested that some action be taken to stop the many arrests being made.

Chief Fitzmaurice of the Chicago police department is reported to have been numbered among Jashinski's victims. It is said that Fitzmaurice and party were stopped early one Sunday morning while driving through the village enroute to the northern part of the state on a fishing trip.

Tourists Warned Here

One local garage recently put up a warning sign in front of its place of business, cautioning tourists to drive slow while passing through Junction City. The same sign also warned of the strict law enforcement at Schofield, which is still vigilantly enforcing its village ordinance with the 15 mile maximum.

It is reported that Junction City people are done with speed cops and that for this season at least, motorists need not worry about being arrested if they use judgment in driving while passing through that village.

DOMESTIC LABOR SHORTAGE ACUTE

Girls Would Rather Work Elsewhere
Than in Private Homes, Statistics Show

Madison, July 1—Annie, and Hilda, and Mary haven't much use for the profession of making beds, dusting the piano, minding the baby, and sweeping the mud off the front porch.

If one must work, they reason, it's better to work in a restaurant, or a hotel, where one can have more certain hours and more independence.

That's the reason that there is a domestic labor shortage these days, Miss Mary Hulbert, in charge of the employment department of the state industrial commission, told the United Press today.

Girls aren't going into domestic service in appreciable numbers any more, she said. In May the Milwaukee free employment office had 445 orders for domestic servants, of which they were able to fill only 56.

The domestic labor shortage is becoming more acute this summer, she said. The orders for female labor registered by the eleven state free employment agencies over the state have been rising sharply in the last three months.

In a few industries employing women, however, there is a considerable surplus of women. A large surplus is reported among women garment workers, and similar ones among the women metal trades and "cottage" workers.

The increase in the number of calls for male workers, she pointed out, is increasing even faster than those for the women.

In the five weeks between April 1 and May 6, Miss Hulbert said the total orders for all classes of workers received at the state agencies jumped in number from 1,700 to 4,000. Since that time the number has remained almost stationary, and is expected to be about constant throughout the summer.

SHOULD RAILROAD

WAGES BE CUT?

Investigation Brings to Light Some Startling Facts About Engineers' Pay

(From press bulletin service of the Brotherhood of Locomotive Engineers)

The U. S. Railway Labor Board, now sitting at Chicago, is hearing the spokesmen for the railroads and the various railway labor organizations to determine whether or not working wages should be changed and the wages of these employees further reduced below the 12.2 per cent cut which chopped over \$375,000,000 from the railway pay rolls last July.

The question is one of vital interest to the country. Not only the passenger and shipper, but every citizen who consumes food, wears clothing or gets a letter through the mails has a personal concern in an efficient, dependable and economical transportation service.

Severe Tests Eliminate

The railroads contend they will gladly reduce rates if they can take the difference out of the wages of their employees. They do not promise that this will insure greater efficiency. On the contrary, most of them frankly admit that it will not, since railroad wages are already at a point where many of the best men are leaving the service. The lawyers for the railroads are not stressing the deflation of the section men and unskilled maintenance-of-way employees, whose wages are only about \$3 a day; but they assert that the higher paid railway employees, especially the engineers and train service men, should immediately suffer substantial reduction in pay.

Wages of Best Paid Rail Labor Small

In order to secure for our readers the unvarnished truth about the actual wages received by the best paid railway employees, we have just made a survey of the compensation of locomotive engineers, who are sometimes referred to as "the aristocrats of labor," since they are among the most highly skilled and best paid railroad workers. Obviously, if a cut should not be made in the wages of these men, then the wages of the most poorly paid employees can not be further reduced.

In order to determine whether the engineers are now receiving more than their share of income, we have taken the authoritative figures on wages recently compiled by the U. S. Railroad Labor Board, the data collected by the Interstate Commerce Commission, and the rule of determining a "just and reasonable wage" laid down in the Transportation Act passed by Congress in 1920 and still in force. According to the carefully compiled figures of the Railroad Labor Board, the average daily earnings of engineers are as follows:

Passenger engineers	\$6.00
Yard engineers	6.51
Through freight engineers..	7.05
Local freight engineers...	7.44

The Labor Board stresses the fact that these are average daily earnings, and include overtime as well as regular pay. They represent the total daily compensation received by the average engineer since July 1, 1921, when decision No. 117 of the Labor Board imposed a 9.1 per cent cut, totaling \$38,882,615 per annum on engine service employees. In the same report there is also given the average monthly wage received by engineers, which indicates that many of them do not work full time. In fact, the highest average stated is but \$15,525 per month, which tapers down to \$14,956 for yard and local engineers. As a matter of fact, many engineers are now receiving less than this, because the prevalent industrial depression has deprived them of steady employment to the point where they receive but a few days' work a week, often with an average income of under \$100 per month. This is far less than the dollar an hour standard compensation paid skilled artisans in practically all of the well organized trades. It is actually less than the U. S. Bureau of Labor statistics claims that the average American family must have to maintain a decent standard of living.

Rules for "Just and Reasonable Wage"

We believe that it is fair to ask the question: What are locomotive engineers' services worth to society?

The Transportation act lays down seven rules by which a "just and reasonable wage" shall be determined by the United States Railroad Labor Board. In brief, they are:

1. Wages paid for similar work in other industries.
2. Relation between wages and cost of living.
3. Hazards of employment.
4. Training and skill required.
5. Degree of responsibility.
6. Character and regularity of employment.
7. Inequalities of present wages or rates, the result of previous wage adjustments.

Eleven Years Length of Life

Obviously, there is no similar work in other industries with which the locomotive engineer can be compared, nor could any skilled worker be called to a mere subsistence level on the basis of his wages.

What then are the hazards?

The responsibility of the railroad

employers are not overpaid and that many of them are receiving less than the clerks in a dry goods store.

Finally, the railroads themselves would profit if they would devote less effort to beating down wages to the lowest possible level and a little more effort to cultivating the good will of their employees.

N. O'KEEFE IMPROVING

The case of N. O'Keefe of Arnett will be pleased to learn that he is greatly improved after his serious illness caused by a stubborn case of infection.

He pleaded not guilty and his preliminary hearing was set for July 10. Larson was released on bail of \$100, which he furnished.

HEARING JULY 10

Oliver Larson, town of Albia, was arraigned before Justice G. L. Pfeifer yesterday on a charge of first degree. He pleaded not guilty and his preliminary hearing was set for July 10. Larson was released on bail of \$100, which he furnished.

RULING ON CHEESE PUTS ENFORCEMENT ON THE COMMISSION

Product With Too Much Moisture Still
Called American Cheese Although
Its Production and Sale
is Illegal

Madison, July 3—American or Cheddar cheese which contains more than 38 per cent moisture is still "American cheese" but its production and sale is illegal.

This was the substance of a letter from Alvin C. Reis, assistant attorney general and legal counsel for the state marketing department to cheese men over the state today.

The letter is in explanation of an opinion by the attorney general's department, reversing the contention of the department, which has held hitherto that a cheese with more than 38 per cent water could not be cheese of the kind specified, because the definition of "American or Cheddar cheese" specified a maximum of 38 per cent. The new ruling by the attorney general ruled, however, that this was not a part of the definition proper.

The department of markets thus takes the stand that its grades and regulations do not take cognizance of the moisture content, and that its cheese inspections and gradings are to be made without reference to moisture.

This will mean probably that the dairy and food department will have to take over the entire burden of enforcing the statute providing that cheese must not contain more than 38 per cent of water.

Dairy and Food Commissioner J. Q. Emery has notified his inspectors of the attorney general's ruling in this matter, saying that "it is the official duty of the dairy and food commission to prosecute persons for the manufacture or sale or having in possession with intent to sell this article of food which is declared both by the legislature and the supreme court of Wisconsin to be outlawed."

NEW BUSINESS FIRM TO OPEN HERE SOON

Men's Clothing Store to be Conducted
by Alex Bergholte and Frank

Kelly

The Kelly-Bergholte company is the name of a new Stevens Point business firm which is soon to be opened in the Martini building, formerly the Alhambra, at 450 Main street.

Members of the firm are Frank Kelly and Alex Bergholte, Jr., two well known and popular local young men.

Their establishment is to handle a complete line of men's clothing and furnishings, which has already been purchased in Chicago and will arrive here in a few weeks. It is planned to open up some time between August 1 and 10.

The interior of the Martini building is being entirely renovated and will present a handsome appearance when this work is completed. New fixtures to match the mahogany interior, wood-work are to be installed and a new front will also be put in. The front will be of arched design, of metal construction, with large plate glass windows.

Both Mr. Bergholte and Mr. Kelly have had much experience in the business field which they are now to enter for themselves. Mr. Kelly until recently was a salesman at the J. A. Van Rooy store and was also with that establishment under its ownership by A. J. Cuneen, predecessor to Mr. Van Rooy. Mr. Bergholte has held position as a salesman at the Phillip Rothman & Company store here.

ACCIDENT ON NO. 18

Driver Loses Control of Car and One
Man is Injured

The man was badly cut about the face in an automobile accident on state highway No. 18 west, early Sunday morning. Anton Bienshewski and Joseph H. Jnacki, both of the town of Plover, were driving toward Stevens Point in the latter's Ford touring car, when H. Jnacki, who was at the wheel, suddenly lost control of the car. His companion was pitched through the windshield and suffered deep cuts in his face, one eye. The owner of the car was injured.

The front of the auto was quite badly damaged, including a broken lamp and front fender and radiator. According to Bienshewski, some other car ran into their machine when it had been passed before they started to drive. He stated that this was probably responsible for the accident in which he was hurt, which caused the driver to lose control of the car.

Origin of the Organ.

Reports were played in the dawn of the news from China to Peru. Early human mouths and lungs discovered that were difficult things to come by, and that they could be blown into pipes. When that was done the organ was made.

NEW SECRETARY HERE

Morgan Chase Arrives and Begins
Chamber of Commerce Duties

Morgan Chase, Marshfield, the new secretary of the Stevens Point Chamber of Commerce, arrived in the city Friday and began his new duties that afternoon. He has already taken charge of the Chamber offices above the First National bank. Mr. Chase's family will remain in Marshfield for several weeks until he is able to find a dwelling house here.

WISCONSIN HIGHWAYS HAVE MANY DETOURS

Miles of Brand New Concrete to be
Thrown Open Between

Now and Fall

The detour peak on Wisconsin highways has been reached and from now on will come a shortening period or a cutting down of this enormous detourage, according to highway officials who are quoted by Brownie of the Milwaukee Journal.

There exist at present 325 miles of detours in the Milwaukee highway division. "Starting July 1 mile after mile of brand new concrete will be thrown to the driver with a consequent cutting down of detour mileage," Brownie says.

This will mean probably that the dairy and food department will have to take over the entire burden of enforcing the statute providing that cheese must not contain more than 38 per cent of water.

Dairy and Food Commissioner J. Q. Emery has notified his inspectors of the attorney general's ruling in this matter, saying that "it is the official duty of the dairy and food commission to prosecute persons for the manufacture or sale or having in possession with intent to sell this article of food which is declared both by the legislature and the supreme court of Wisconsin to be outlawed."

"Highway 55 will soon be completed, the stretch between Barton and West Bend will be open in two weeks. Highway 24 will see its detours eliminated in a month and a half. Highway 92 will see its detour shortened within two weeks. Highway 19 will be completed by Aug. 15. The four miles of concrete on 61 between Elkhorn and Delavan will be completed by July 15 and the nine miles of concrete on the same route between Prospect and Mukwonago will be open Sept. 1. Highway 59 between Genesee and North Prairie will be ready Aug. 1. The detour on 89 south of White-water will be shortened three miles by July 20."

According to Brownie, the best route to travel in going from Stevens Point to Milwaukee is as follows: 18, 95, 15, 23, 57. Detour 15 outside of Oshkosh, detour 57 at Adell, Cedarburg.

PAULSEN SPEAKER AT LANARK PICNIC

Farmers Told They Cannot Profit
by Supporting the Social-
ist Party

Martin Paulsen, Republican candidate for secretary of state, told an audience of several hundred farmers at Lanark on Thursday that they have nothing in common with socialists and that aligning themselves with that party will only bring financial losses to them. Mr. Paulsen spoke on the occasion of the annual picnic of the Badger Cemetery association, held in the Andrew Matheson grove.

In speaking on socialism, Paulsen said that the socialist idea is to own and operate all public utilities. "They cannot confiscate the land of the farmer, however," he said, "but adopt a method which is equal in effect, that of high taxation or taxation to the point of production value." He declared that this reduces the farmer to the position of a tenant instead of a land owner. "The nation can only be prosperous when all classes receive a just reward for the service they render to humanity. Every man must receive a fair day's pay for a fair day's work," he asserted in concluding his address.

Mr. Paulsen is spending several days in this vicinity and is booked to deliver the Fourth of July address at Iola next Tuesday, at a celebration there. While in Stevens Point he is a guest at the Charles Leahy home on Oak street. He is a graduate of the State Normal of this city.

FLYER CUT TO PIECES CHANGING PLANES IN AIR

Chicago, July 3—Trying to change planes in midair at an American Legion celebration at Homewood Sunday, Louis James was struck by the propeller of the second plane and cut to pieces.

James and his ladder were thrown squarely into the propeller of the low-flying, a heavy bar of wood revolving at 1,500 revolutions to the minute.

The body of the man was seen to crumple. A moment later, mangled and bleeding, his hands still clutching a bit of the ladder bar, he dropped into the crowd far below.

James was dead long before his body hit the ground. Physicians in the crowd sought to give him aid to no avail.

HARD WORK BEST WAY TO SERVE CITY SAYS CHAMBER SECRETARY

Morgan Chase Already on the Job

and is Willing to Put in

Long Hours in Serving

Association

"There's plenty of hard work ahead and much to be accomplished," Morgan Chase, the new secretary of the Chamber of Commerce, declared in an interview Saturday.

Mr. Chase, who arrived in the city on Friday and started work a few hours later, has taken charge of the Chamber offices and is already familiarizing himself with the details of his new duties.

The new secretary expressed the hope that all members of the Chamber will render their assistance in carrying out its program of activities.

GUERNSEY BREEDERS ATTEND BIG PICNIC ON M'DONALD FARM

Farmers Advised by J. W. Dunegan
To Advertise to Create
Market For
Products

Several hundred people from all portions of Portage county attended the annual county Guernsey picnic which was held at the farm of R. K. McDonald on St. Louis avenue on Tuesday morning, June 27.

Members of the Portage County association who were present, gathered at the farm at 10 o'clock Tuesday morning and spent the hours between then and noon inspecting Mr. McDonald's barns and cattle. Dinner was eaten by the picnickers on the lawn of the McDonald home.

Program Given

At one o'clock program of short talks was commenced, the speakers being introduced by E. L. Leppen of Nelsonville. R. K. McDonald made an address of welcome to the picnickers, and gave a short history of the herd on his farm, telling how it had been gradually built up in the past eight years, until now the county has one of the leading Guernsey sires, Cora's Cherub of Shorewood, owned by L. E. Gordon of Nelsonville, and himself.

J. W. Dunegan appeared following Mr. McDonald's talk, and gave an address of welcome also. In Mr. Dunegan's talk, which stressed the importance of pure-bred cattle and dairying to Portage county farmers, he advised the Guernsey men to create a fund for advertising their cattle to make a market for them. He cited examples of what advertising had done for manufacturers of products now nationally used because of consistent use of advertising space in publications. In the same way he said, the members of the Guernsey association of this county could create a large market for their cattle and products.

Others Who Spoke

Others on the program were A. J. Plowman of Elderon, Marathon county; Albert D. Olson of Plainfield, Waupaca county; R. E. Krider of the Gordon-Walker dairy company of New Jersey, a concern which has 1,300 cows and which supplies milk to the city of New York; W. W. Clark, county agent; Reed Murry, secretary of the Wisconsin Live Stock Breeders' association; L. E. Gordon of Nelsonville, Mrs. A. J. Plowman, and Prof. O. W. Neale of the Stevens Point State Normal school.

Mr. Murry's talk was the principal address of the afternoon, and he thoroughly went into the question of live stock breeding for the farmer. His talk was optimistic and he promised much to farmers who would give attention to dairying.

Gives Demonstration

After the talks were given Mr. Murry gave a practical demonstration of cattle judging, demonstrating that his system was sure and certain by the fact that he picked the two best animals in the McDonald herd with his method, his choice being verified by actual records kept at the barns.

A contest of horse shoe throwing or "barn yard golf" as it is now called, was held between two teams, one picked by J. T. Normington of this city and another composed of Guernsey breeders living in the vicinity of Nelsonville. The Nelsonville team won.

FAYETTE SKINNER GIVEN SIX MONTHS

Must Serve Time in House of
Correction for Tampering
With the Mails

Fayette Skinner of Marshfield, formerly of Plover and a graduate of the Stevens Point high school, arrested several months ago on a charge of tampering with the mails while employed in railway mail service, was sentenced to six months in the house of correction in Milwaukee.

Following Skinner's arraignment at Madison some time ago, his case was held open until last week until testimony had been secured. When arraigned he made a frank admission of his guilt, his excuse being that he was in debt and was not earning enough money to meet his obligations and also support his family at Marshfield. His story was said to have favorably impressed the court at that time.

WAUPACA COUNTY AGENT RE-ELECTED AT \$3,000

At a recent meeting of the Waupaca county agricultural committee, County Agent James H. Dance was re-elected for another year at a salary of \$3,000. Dr. W. H. Frakes, federal tester for bovine tuberculosis, was voted upon favorably at the same salary he is now receiving, \$2,600, which agreement must first be approved by Dr. Healy, head of the department of health of farm animals.

Tempting Bargain

It's pretty hard for most of us to keep from buying things we don't want, if the sellers offer to throw in things we don't need.

POTATO BUG YEAR WOOD COUNTY MEN SEEK RE-ELECTION

Going to be Lots of Them is Report
of John G. Millward

Madison (July 3—"A recent inspection of fields in the potato growing sections of the state shows that the adult potato beetles are numerous this season," says J. G. Millward, potato specialist of the college of agriculture. "If the weather continues favorable—hot and showery—chances are that there will be a great many potato bugs this year."

Potato growers are cautioned to get ready at once as a large amount of damage can be prevented by being on time. The three precautions stated in the circular, "Kill the Potato Bug," just printed by the college of agriculture, are: (1) Spray on time; (2) Completely cover the vines with poison; (3) Use good machinery or equipment.

At the Spooner branch station all the standard commercial poisons have given satisfactory results. As a rule the poisons are applied with lime water or bordeaux mixture prepared at one-half strength. In this way the poisons stick better to the vines and the bordeaux mixture especially also prevents damage from the common flea beetle.

"The kind of poison is not the most important question involved," says the potato expert, "the important points are spray early and thoroughly."

AUTO GOES IN DITCH AT CURVE IN ROAD

Portage Man and Local Resident Injured in Accident on Wednesday Night

Two men were injured between 10 and 10:30 o'clock Wednesday evening at the turn in the paper mill road near the Green Bay and Western crossing when the roadster in which they were passengers went into the ditch. The car was quite badly damaged.

H. J. Murphy, of Portage, Wis., a traveling salesman, was cut and bruised about his face and on one hand when he was thrown from the roadster into a wire fence. Gustave Haertel, city, the other occupant, was rendered unconscious.

Both right hand wheels of the roadster were broken off, the running board demolished and the two right hand fenders smashed. According to Murphy, he drove into the ditch in preference to striking another car which was attempting to pass him on the turn. Both were being driven south on the road and after the roadster went into the ditch the other car failed to stop, Murphy said.

The two men were brought to the local hospital and a doctor called. Both were able to leave the hospital a short time later.

HIGGINS FAMILIES TO LEAVE FOR WEST

Property on Elk Street Is Sold and They Go To Make Home In San Diego

Stevens Point will soon lose one of its pioneer families, members of the Higgins family, residents of this city for many years, planning to leave in July for San Diego, Calif., to make their home.

The D. W. Higgins residence at 321 Elk street has been sold to L. C. Christianson, 542 Strong's avenue, who purchased the place at a reported price of \$3,500. Mr. Christianson and family expect to move to their new home next week.

D. W. Higgins and son Gerry, 713 Brawley street will go by car to San Diego, while Mrs. D. W. Higgins and Mrs. Gerry Higgins and daughter Anita Irene, will remain here several weeks longer before departing for the west by train.

Harley Higgins, a son of Mr. and Mrs. D. W. Higgins, is at present residing at San Diego, and the local people are planning to take up their residence near him.

The reason the local family is moving west is partly because of the health of Mr. and Mrs. D. W. Higgins. It is hoped that the warmer climate of California will be more agreeable to them.

GIVEN \$60 FINE CHARGED WITH HAVING SMALL TROUT

Nick Sweetia was fined \$60 and costs of \$2.50 by Justice G. L. Park when he pleaded guilty to a charge of having had undersized trout in his possession. The complainant was M. R. Randall, who alleged that Sweetia took the trout in the town of Lanark on June 25.

UNDERGOES OPERATION

Mrs. Anna Knudson, 441 Strong's avenue, was operated upon for cancer of the breast at St. Joseph's hospital at Marshfield on Wednesday morning. Her condition is as favorable as could be expected. Mrs. O. H. Strachan, her daughter, who has been with her, returned home Friday afternoon. Mrs. T. W. Kaechel of Tracy, Minn., another daughter, is still at Minneapolis.

WOOD COUNTY MEN SEEK RE-ELECTION

All Except District Attorney
Calkins Are to be Candidates at Primary

With the exception of District Attorney Frank Calkins and the possible exception of Sheriff Walter Mueller, all of the present incumbents of Wood county offices will again seek election in the coming fall primaries.

Seek Re-election

A. B. Bever, clerk of circuit court; Sam Church, county clerk; Henry Elde, register of deeds; and James LaVigne, county treasurer, have all signified their intentions of again making the run for office. In their announcements made public Thursday, they are again seeking the offices that they now hold on the basis of satisfactorily serving the public during the last term.

May Seek Re-election

It is not known definitely whether Sheriff Mueller will again make the run. Under the old law it was impossible for a sheriff to seek re-election on the grounds that it was unconstitutional for the sheriff to succeed himself. Under an opinion recently handed down by Attorney General Morgan, the present sheriffs may again seek the office if it is elected take the office next January providing that the constitutional amendment is passed by a referendum of the people.

Friends throughout Wood county are strongly urging the present sheriff to enter the race again this fall. Several others have signified their intentions of running providing that Sheriff Mueller does not seek office and are only waiting definite word from Mr. Mueller. It is expected that he will announce his stand next week.

TRAINING SCHOOL GRADUATES TEACH

Thirty Schools Will Supply Over 1,000

Teachers In State In The Fall

Madison, Wis., July 3—Thirty county training schools will supply 1,013 teachers for the rural schools of the counties in which they are located next fall, filling almost completely the demand of these communities, the state board of education announced today.

The county training schools, which have graduated 9,331 students since their origin in 1899, when the first was started at Menomonie, are located at the following places: Algoma, Alma, Antigo, Ashland, Berlin, Columbus, Eau Claire, Fond du Lac, Janesville, Kaukauna, Ladysmith, Manitowoc, Marinette, Medford, Menomonie, Merrill, Monroe, New Lisbon, New London Phillips, Plymouth, Reedsburg, Rhinelander, Rice Lake, Richland Center, St. Croix Falls, Union Grove, Viroqua, Waupaca, Wantona, and Wisconsin Rapids.

Three thousand of the nine thousand odd have been taken from the ranks of the teaching profession by marriage, thus increasing the need for replacement.

Of the graduates, 2,285 are now teaching in the counties in which their training was given in the training schools, 825 are teaching in outside counties, and about 100 have left the state to teach.

Thirty-five of these institutions are authorized by present legislation of the state, which allows them financial aid. A two-teacher school of this sort receives from the state not to exceed \$4,000 a year, a three or more teacher school not to exceed \$5,000. If the school gives a summer session, practically all of them do, additional aid is given, amounting in most cases to slightly over \$5,000 a year.

Sixteen of the training schools have courses that give high school graduates preparation to secure better licenses.

WOOD COUNTY DAIRYMEN PLANNING BIG PICNIC

The biggest dairymen's meeting of the year in Wood county is planned for July 26 when the county Holstein Breeders' association will hold its annual community picnic at Huser Brothers' Union Grove Dairy farm. The Vesper Holstein club is cooperating with the county organization in planning a program that will mark the affair as one of the best of its kind ever held in this section of the state.

ASSAULT CHARGE MADE

FINED \$10 AND COSTS

Anton Golda was fined \$10 and costs of \$6.50 by Judge W. F. Owen in county court Thursday afternoon after he had pleaded guilty to a charge of assault and battery upon the person of E. L. Moore on June 23 in the town of Hull. Sentence was suspended by the court until July 10, to give Golda time in which to raise money to pay the fine and costs.

GIVEN \$60 FINE CHARGED WITH HAVING SMALL TROUT

Nick Sweetia was fined \$60 and costs of \$2.50 by Justice G. L. Park when he pleaded guilty to a charge of having had undersized trout in his possession. The complainant was M. R. Randall, who alleged that Sweetia took the trout in the town of Lanark on June 25.

MIDWAY TO BE LARGE

AT STEVENS POINT FAIR

An unusually large number of attractions have secured places on the midway of the Stevens Point fair in August, according to G. L. Park, chairman of the concessions committee. Arrangements are being made to place the Midway between the entrance to the fair grounds and the army building and exposition building behind the grand stand.

Pub. July 5, 12, 19, 26 Aug. 2, 9, '22
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STATE OF WISCONSIN, IN CIRCUIT COURT, PORTAGE COUNTY

The N. Boyington Company, a Wisconsin corporation, plaintiff, vs. Chas. A. McCann, Anna McCann, O. E. Kellogg, Blanche T. Kellogg, Lloyd Mathis, Elizabeth E. Mathis, J. H. Cohen and Elsie V. Griffith, defendants.

THE STATE OF WISCONSIN, to the said defendants and each of them:

You are hereby summoned to appear within twenty days after service of this summons, exclusive of the day of service, and defend the above entitled action in the court aforesaid; and in case of your failure so to do, judgment will be rendered against you according to the demands of the complaint, the original of which is now on file with the Clerk of said court.

W. E. ATWELL.

P. O. Address: Stevens Point, Portage County, Wisconsin.

That said action is brought for the purpose of foreclosing certain tax certificates dated June 10th, 1919, bearing numbered 596 and 596-A and affecting the following described real estate situated in Portage County, Wisconsin, to-wit: Lot No. four (4) in Section No. two (2) Township No. twenty-one (21) North of Range No. eight (8) East.

W. E. ATWELL.

P. O. Address: Stevens Point, Portage County, Wisconsin.

That said action is brought for the purpose of quieting title to the following described real estate situated in Portage County, Wisconsin, to-wit:

The west one-half of the southwest quarter of the northwest quarter of section twenty-six (26), the southeast quarter of the northwest quarter and all that part of the southwest quarter lying west of the public highway, running north and south through said section in section 32, township 26, north of range 9 East, all in Portage county, Wisconsin.

W. E. ATWELL.

P. O. Address: Stevens Point, Portage County, Wisconsin.

That said action is brought for the purpose of quieting title to the following described real estate situated in Portage County, Wisconsin, to-wit:

The NE 1/4 of the NW 1/4 of Section 21 and the NW 1/4 of the NW 1/4 and all that part of the NE 1/4 of the NW 1/4 lying west of the public highway, running north and south through said section in section 32, township 26, north of range 9 East, all in Portage county, Wisconsin.

W. E. ATWELL.

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W. E. ATWELL.

P. O. Address: Stevens Point, Portage County, Wisconsin.

MRS. ESTILE WILSON SUCCUMBS TO CANCER

**Remains of Pioneer of Amherst Are
Laid to Rest in Green-
wood Cemetery
Near There**

(By Special Correspondent)

Amherst, July 5.—The announcement of the passing away of one of Amherst's early day residents, was received here Saturday morning, when the message came that Mrs. Estile Wilson of Ashland, who had hovered between life and death for two weeks and whose death had been hourly expected, was no more.

The body arrived here Sunday afternoon and was taken to the home of Richard Wilson, who is a brother-in-law of the deceased lady, accompanied by the widow, one son, Albert Wilson and wife and daughter, Victoria, and Mrs. Clara Sanders and daughter, Rosalia.

Funeral services were held Monday afternoon at 1 o'clock at the M. E. church, conducted by Rev. J. J. Gieling of Parfreyville, Waupaca county. Mrs. Wilson had been ill for some time but had only been confined to her bed the past three weeks. Cause of her death was cancer of the stomach.

Sarah McLaughlin was born at Keweenaw, Wis., February 14, 1867. October 18, 1874, she was married to Estile Wilson, son of Mr. and Mrs. Wm. Wilson of Amherst, and for a number of years they resided here. About 35 years ago they moved to Elkhorn, but the past 20 years have lived at Ashland.

Three children were born to them: Mabel Newton of Morse, Wis., Albert J. Wilson of Spooner, and Clara Sanders of Ashland. She also leaves 13 grandchildren.

Besides her immediate family she has a large number of relatives here. John Van Skiver is an uncle of Mrs. Wilson's and there are several cousins besides hosts of friends who learned to love and respect her during her early life here.

She was of a modest, refined disposition and lived entirely for her home and her loved ones. Burial took place in Greenwood cemetery by the side of her mother.

Other News Items

Andrew and Sylvia Nelson of Galway motored here last Wednesday and were guests of relatives till Sunday morning.

Mr. and Mrs. F. O. Adams and their guests, Mr. and Mrs. C. A. Adams of Eau Claire, were in Sheridan Thursday evening.

The Macabber ladies enjoyed a picnic supper at Lake Emily Friday evening.

An 8 pound daughter was born to Mr. and Mrs. Alfred Johnson last Friday morning.

Alfred Smith is attending a convention of insurance writers at Lake Geneva this week.

Otto Lerner has been carrying his left arm in a sling, suffering from an attack of rheumatism.

Mrs. August Stabe and daughter of Milwaukee are visitors at the home of her mother, Mrs. E. Starks.

Wesley Hanna of Ogdensburg has spent the past week with his father, W. G. Hanna.

Mr. and Mrs. Harold Munchow, and Andrew and Sylvia Nelson of Galway motored to Stevens Point and attended the movies Thursday evening.

Mr. and Mrs. A. J. Luce were over Sunday guests of their son, Wallace Courtright and wife at Deerbrook.

Mr. and Mrs. George B. Allen and baby motored up from Milwaukee Sunday and will visit among their numerous relatives and friends for a few days. George B. holds a fine position with the Nash Motor company in Milwaukee, where they have spent the past year.

Mrs. Annie Couch returned home last Friday from a visit of several days with her children in Fond du Lac.

Mrs. G. A. Mauthy of Minneapolis visited at the L. A. Pomeroy home last week on her way to Portage and Stevens Point.

Mr. and Mrs. C. F. Haertel and Mr. and Mrs. Robert Wilson of Stevens Point were in town Sunday afternoon, called here by the death of Mrs. Estile Wilson of Ashland, whose body arrived here Sunday afternoon.

PINE GROVE COUPLE MARRIED BY BOVEE

Thomas Ellis and Miss Catherine Gross United at Plainfield

(By Special Correspondent)

Plainfield, Wis., July 3—Court Commissioner John Bovee performed another wedding ceremony at his residence last Friday evening, uniting Thomas Ellis and Miss Catherine Gross, both of Pine Grove. They were attended by Albert Ellis and Marion Ellis as best man and maid of honor. Both are well known and highly respected young people of Pine Grove and their many friends who them a long, happy life.

Vials Her Twin

Mrs. E. Niquette of Birnamwood visited her sister, Mrs. C. H. Stevens from Tuesday until Friday. The sis-

ters are twins and on their birthday Mr. and Mrs. Marion Hansen and children of Almond staged a pleasant surprise party, driving over from Almond with everything for dinner, including a large birthday cake and a freezer of ice cream.

Plainfield Briefs

Mr. and Mrs. George Zilligan and children of Chicago arrived in town Saturday and are guests of their cousins, Mr. and Mrs. H. J. Gwin.

The Ladies' Aid society will hold their next meeting in the Plainfield Park on July 12.

Harry Ostrander, who is doing carpenter work at Fond du Lac, is visiting relatives in this vicinity.

Roy Welton and family moved Wednesday to a farm near Neenah, but Mr. Welton will continue to work here.

MOVE TO POYNETTE

Jewelrymen of Almond Are Leaving That Village

(By Special Correspondent)

Almond, Wis., July 5—Messrs. Cox and Elder who have been in the jewelry business here the past year, are moving their household goods and stock of jewelry to Poynette. We regret their departure and wish them success in their new field.

Almond Items

Gretchen Karmann spent the past week in Wausau with friends.

Miss Virginia Thompson of Madison is visiting in the Dr. Casey home.

Mr. and Mrs. C. D. Wood and Mr. and Mrs. John Homer are on an auto trip to Duluth, where they will visit in the Fred and Walter Melne homes.

Frederick H. Young, Fred B. Young and daughter Maybelle, Mrs. E. A. Soule and Miss Elsie Dougherty are taking an auto trip through the northern part of the state.

Mrs. John Bernbach has been very ill the past week at the home of her sister, Mrs. Clair Sherman. At present her condition is improved.

Mrs. Liscom of Waupaca is assisting in the care of the little daughter that arrived recently in the Albert Janecek home. Mrs. Liscom is the mother of Mrs. Janecek.

Arthur Boelter is visiting in Wausau since last Saturday.

Mrs. S. Clark returned home from Suring Sunday, where she had spent the past several weeks.

Mrs. Will Millus and daughter of Waupaca were visitors of friends and relatives here the past week.

MEEHAN RESIDENTS INJURED IN CRASH

Dan Wolosz of Meehan station was discharged from St. Michael's hospital on Tuesday, but his brother, John, also of Meehan, is still a patient there, the result of an automobile accident on state highway 18 west on Monday afternoon. Their car, after crashing into an automobile driven by J. J. Warshak of this city, rolled over on its side on the concrete four or five times, pinning the brothers underneath when it finally stopped. Both were taken to the hospital. John in an unconscious condition and suffering from a severe blow on the head. Both were generally cut and bruised.

TENDER SURPRISE PARTY

Alvin Fox Is Guest of Honor at Mair Fair At Meehan

(By Special Correspondent)

Meehan, July 5—About fifty friends tendered Alvin Fox a surprise Saturday night, the occasion being his 19th birthday. Refreshments were served and a pleasant evening was spent till 11, when the party ended.

Mrs. Otto Sernau and son, Russell, and little daughter, Edie of Chicago, are visiting the former's parents at Cherry Grove and other relatives and friends here and at Wisconsin Rapids.

Rye harvest will probably commence this week, as it is ripening fast, owing to the dry weather.

Miss Amy Winkler has been engaged to teach the Rosenthal school in district No. 4, town of Grant.

Several friends came up from Wisconsin Rapids to attend the party Saturday night.

People are finding a few blue berries but they are not very plentiful.

Vernon and Merle Laote of Wisconsin Rapids were calling on friends here Sunday.

Miss Thelma Thiemann of Stevens Point was the guest of her friend Miss Hilda Lutz over Sunday.

Newell Yetter and wife of Stevens Point were Sunday callers here.

Mr. and Mrs. Frank Millenbach were at Wisconsin Rapids Sunday to attend the funeral of Mr. Millenbach's cousin, Forest Millenbach, who was drowned in the Wisconsin river at that place.

Drs. W. T. Lawrence and S. M. B.

Smith of Wausau spent last Monday afternoon as guests of L. Guenther.

Mrs. L. Teitzlaff and daughter Eleonore spent the past week with friends here.

Mrs. F. G. Marquardt has returned from a visit of several days with relatives at Berlin.

Mrs. N. Winslow and daughter Elizabeth were here from Abbotford Friday, visiting their daughter and sister, Miss F. C. Odenwalder.

The Revolution

By WALTER A. DYER

Author of "Sons of Liberty"

The United States of America has been an independent nation for so long that it is difficult to think of ourselves as once a part, and a loyal part, of the British empire.

It was one hundred and forty-six years ago that the British colonies in

William Pitt, who also fought against this tyranny, but they were kept down by military and political power and by the prestige of royalty.

The Englishmen over here had a better chance to rebel because they were far away and so were more difficult to control.

Little by little the American colonists made their protests felt, and the ill-advised king and the party in power undertook to silence these protests by acts of punishment. They deprived American Englishmen of ancient rights, and the colonists replied with more vigorous protests and with evasions of unjust laws.

Parting of the Ways

And so, gradually, they came to the parting of the ways.

It must be remembered, also, that people in those days, all over the world, took a less liberal view of the position and rights of dependencies than they do today.

Colonies were very generally considered as commercial enterprises, and the officers of the central organization felt that, since they had invested their money in the venture, they had a perfect right to dictate how the branch offices should be run.

There was, indeed, right and wrong on both sides, but underlying it all was a great error on the part of the British statesmen of that day. They thought that they could enforce restrictive and unreasonable laws upon Englishmen as freeborn as themselves. They thought that the cure for rebellion was more repression.

They forgot that the tighter you clamp a lid on boiling kettle the more likely it is to explode.

Stood for Justice

Our American forefathers, in finally asserting their independence, proved to all the world that civilization had outgrown despotism.

Men of courage and vision, they stood out for justice against entrenched privilege, and they won.

They taught England herself a lesson that helped the friends of freedom in the mother country at length to win their fight.

That is what we celebrate on the Fourth of July—not a victory of arms over brave brothers, nor the winning of a war against England, but a triumph of the cause of justice and square dealing which is the rightful heritage of all people of English blood the world over.

CLAIM MOONSHINERS STARTED BLAZE IN FORMER MILL YARD

But Chief of Police Believes It
More Likely that Small Boys
With Firecrackers Were

to Blame

A rendezvous for moonshiners is believed by firemen to have been accidentally discovered when they were called out at 5:45 o'clock Monday to extinguish a blaze near the building on the east bank of the Wisconsin river which was formerly used as a sawmill by the Clifford Lumber company.

A platform of timbers, formerly used for handling slabwood and lumber, was found ablaze. Sawdust was also burning and the flames were gaining rapid headway a few feet from the former mill building, which is now used as an ice house. The fire was put out with chemical and several barrels of water taken from the river.

Small boys who appeared at the scene told the firemen that the place was a mighty hang-out for moonshiners. Their contentions were supported by two bottles, one partly melted by the heat and the other giving forth a strong odor of moonshine. The theory has been advanced that a party was staged at that spot on Sunday evening and that a lighted match or cigar or cigarette butt was carelessly thrown into the sawdust, which smoldered and later burst into flames.

The fire was discovered by Lyman Rowe, a fireman at Engine House No. 1, after he had gone to his home on the west side for breakfast. Looking across the river from his home, he noticed smoke arising from near the old mill and sent in the alarm. Both companies responded.

A shed near the old Clifford mill was the scene of a raid by local authorities a year or more ago, when a half dozen arrests were made and several of the defendants were found guilty of prohibition law violations. According to Chief of Police John S. Harding, report has been made that the large barn on the J. T. Hofsoos farm in the town of Arpin, one party in that neighborhood is making moonshine. No direct complaints have been received, however. The property covered by insurance. When chief is inclined to believe that this afternoon smoke was pouring from boys shooting off firecrackers rather than from the old mill and sent in the alarm. Both companies responded.

MANAWA ISSUES BONDS

TO BUILD PAVEMENT

The structure was one of the modern barns in that vicinity and about 25 tons of new hay had just been placed in the loft. The loss is a heavy one. All stock was in the pasture during the time of the fire which in all probability prevented further loss. Some farm machinery was burned.

Victim of Cancer

An illness of two years with cancer of the stomach, during a major portion of which time he was confined to bed, resulted fatally for John Bluma, a pioneer of the town of Stockton. Mr. Bluma passed away at 10:30 o'clock Tuesday morning.

His funeral was held from Sacred Heart church, Polonia, Friday at 9 o'clock a. m., with burial in the parish cemetery.

Mr. Bluma was thrice married and became a widower for the third time in May, 1921. He leaves a large family of adult sons and daughters. His age was 68 years and his birthplace was Poland.

Many Attend Funeral

Friends in the towns of Stockton, Sharon, Alban and other parts of the county, numbering several hundred attended the funeral at 9:00 Friday morning of John Bluma, a pioneer of Stockton whose home was a mile south of Custer station. Services were conducted by Rev. L. J. Pescinski at Sacred Heart church, Polonia, the remains being then laid to rest in the adjoining cemetery. Pallbearers were Peter Kowalski, Nick Lepak, Peter Somers, Frank Zabrowski, Peter Lepak and Joseph Somers.

Kaiser's Latest



THE MARKET SQUARE ATTACKED IN SERMON

Rev. James C. Hogan Says It Is Place
Where 18th Amendment Is
Openly Violated

Saloons on the public square in Stevens Point were attacked by Rev. James C. Hogan of St. Stephen's Catholic church in a stirring patriotic sermon which he delivered at the 9:30 o'clock service at the church Sunday morning.

The square was termed by Father Hogan as a place "where the 18th amendment is violated at all times." "Men are driven mad, families made to suffer and the curse of liquor imprinted even on the unborn, who because of the moonshine sold to men here, may never see the light of day.

There are men and women, some even here, who know of violations of the 18th amendment and yet keep silent, ants.

THE STATE OF WISCONSIN, To

the said defendants, and each of them:

You are hereby summoned to appear

within twenty days after service

of this summons, exclusive of the day

of service, and defend the above en-

titled action in the court aforesaid;

and in case of your failure so to do,